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THE CHRONICLE
of Early American Industries

VOLUME III, No. 8 AUGUST, 1946

Notes on Early Ohio Coffins and Their Makers

by RHEA MANSFIELD KNITTLE

The earliest burial cases or coffins in use on the Ohio frontier were very primitive. In many sections of this territory a coffin could not be obtained until the advent of a cabinetmaker to a settlement or small town. Frequently, this craftsman was the last worker to make his appearance in a village.

For some of the earliest burials, the body of the deceased was encased in the bark, peeled from a large tree. Long strips were used for this purpose providing the body was that of an adult. Many trees in the primaeval forests were of great height and girth. These strips were lined with grasses or moss and folded about the corpse, then rushes or withes, gathered from near-by swayles, bound the whole neatly together.

The second type of burial case consisted of slabs of native hard wood, such as black walnut. These slabs were dressed by use of a broad-axe and a drawing-knife, then they were held together in a firm manner by the insertion of wood dowles or pins. Few coffins of this type were in use prior to 1810.

As late as 1835, the coffin was made to order, cherry being the wood mostly in demand. Cherry boards were kept steamed and when required, were bent to the desired size and shape. The head of these cherry coffins were one-third narrower than the width across the breast of the corpse; and the foot was one-third narrower than the head. In some respects, these cases must have resembled the Italian burial-case, although I have found only one record in which glass was used, much of our earliest glass being green in color.

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The Fire Engine

by R. M. SUTHERLAND

The first hand engines in America were built by Richard Newsham, a pearl button maker of London, England, who built the first successful "goose neck" hand engine. Oldest of these in the United States, was built by Newsham in 1689. This engine after many years of service in England was brought to this country to Bethlehem, Pennsylvania, where it was in service for many years.

On February 22, 1732, the Common Council of the City of Albany, New York, passed a resolution to acquire a new fire engine. This apparatus was called the "Richard Newsham" and was bought through John George Lichenrood, a London merchant for 158 pounds 19 shilling and six pence. The only specification was that it "spout water." The box or tank was kept filled with water by the buckets of the "brigade." This was pumped out through 40 feet of leather hose attached to the engine. The engine was housed in a shed at the corner of Beaver and S. Pearl Sts. and was in charge of Robert Lansing, Bernardus Hartsen and Michael Bassett each of whom had a key to the building. Keys in 1743 were placed in respective homes.

Newsham was succeeded in business by Merryweather, who continued to build hand engines and later steam fire engines for many years. The first hand fire engine built in the United States was built by Anthony Nichols of Philadelphia, Pa. in 1732. The next was built by John and Thomas Hill of Boston, Mass. in 1733. And, another engine was built by William Lindsay of New York City in 1737. The first "double deck" hand engine was made by William Mason in Philadelphia, Pa. in 1768.

In 1792 W. C. Hanneman of Boston, Mass. began

FALL MEETING—OLD STURBRIDGE VILLAGE—OCTOBER 4th AND 5th

the manufacture of hand engines, he and his descendants made them later into steam fire engines. Their business continued for 91 years. More Hanneman hand engines were made than any other in the country, some of which may yet be found as relics of olden days. The "goose neck" was a name applied due to the long goose necked pipe mounted on top of the gallery, through which water was played. Some of these engines were built of the choicest of rare woods, with silver or brass, or in some cases gold trimmings. They were also known as "tubs" due to the fact that water was drawn from a tank or tub under the pumps.

In those days every dwelling was compelled by law to have buckets in some conspicuous place for fire protection, not only did the volunteer firemen use them, but also the citizens, which in many cases were compelled by ordinance to take an active part in the "bucket brigade." Even in those days there were ladies auxiliaries; the women played a very active part for they too carried water to the tubs in instances of large fires. They also made many of the red shirts which were worn and are still worn by volunteer firemen. The writer still believes that the red shirt is the traditional and proper uniform for the volunteer fireman.

The first successful hose came in 1811, invented by Pennock and Sellers in Philadelphia, Pa. After this invention, the "gooseneck" engine gradually faded out of the picture. Engines were now built to draft water out of creeks and wells, and then forced it through hose lines to the fire. These suction engines came into service in 1822, and these too were invented by Pennock and Sellers of Philadelphia. The first suction engine built by them was the "Hydraulion" completed in 1822 for Providence, R. I. It drew the inspection of fire and city officials throughout the east. Newspapers announced it the greatest invention of that time. Many of the hand engines were changed over to the suction type engine.

There were forty concerns making hand engines and many of which created other tools for fire fighting. Many of these hand engines were very costly due to the expansive and elaborate decorations and costly painting of portraits and scenes, which were done by experts in their field. The first fire company was organized in Boston, Mass. on January 27, 1678. This has existed under many names and numbers until the present day. It is known today as Engine Co. #7. While its first name was "Old North" and was under the command of Thomas Atkins as foreman, who was the first fire official in the United States, Philadelphia, Pa. was the second with a fire company, in 1718. New York City came third in 1731. Newberryport, Mass. fourth in 1733 and Salem, Mass. was fifth in 1748. Providence, R. I. was sixth in 1754, Bethlehem, Pa. was seventh in 1763, Baltimore, Md. was eighth in 1769, and New Bedford, Mass. was ninth in 1772.

Benjamin Franklin was a volunteer fireman and he organized the "Union" fire company, of which he was a member on Dec. 17, 1736 in Philadelphia. While many cities had organized fire companies, they did not have fire engines for some years after their organization. In many places, fire watchmen were on duty patrolling the roads and lanes to watch for the outbreak of fire. In some instances, these watchmen received a few shillings per night, and in many cases volunteer firemen had to take turns and render this service free.

After the invention of hose, came the hose cart and a two wheeled cart called the "jumper." This had a reel upon which the hose was wound. There also came into existence the four wheeled carriage. This also carried a reel, but it carried about 600 feet of hose, whereas the "jumper" only carried about 300 feet. These four wheeled carriages were often very costly due to the expensive metals and trimmings. This type of carriage was later built for parade purposes only.

These parade carriages were often built of silver plated metals, and for which beauty won many a prize.

The first steam fire engine was built in London, England in 1829 by George Braithwaite, an eminent hydraulic engineer, who was assisted by John Erickson, who became famous later for his part in building the "Monitor," the famous naval boat of the Civil War days. Braithwaite's engine called the "Novelty" weighed twelve and one half tons, and was of ten horse power, and pumped 250 gallons of water per minute. It was too heavy and not entirely a success.

The first steam fire engine in the United States was designed by Paul R. Hodge, an English engineer, and was to be drawn by either horses or men. It resembled a locomotive and was very heavy and cumbersome. This engine was publicly tested before the City Hall in New York City on March 27, 1841, and was later placed in the building of the Pearl Hose Co. #28, but was discontinued after a few months of service. Firemen claimed it was too heavy and its boiler would not make enough steam.

Spikes, Nails, Tacks, Brads and Pins

by CARL DREPPERD

Little things. Little things, so commonplace today that everybody knows what they are and everybody can buy them everywhere. Yet they were once luxuries. Luxuries because they had to be made by hand. An example of what the mass production of one of these items meant to America may be gathered from the fact that when America became railroad conscious and began building railroads, there was no lack of facilities for the mass production rolling of rails, or of ties, or of material for building roadbeds and bridges. One thing, and one thing only stood as a hurdle to railroad building: spikes to hold the rails on the ties were forged by blacksmiths, one at a time! But the Burden railroad spike machine, introduced in 1839, forged a complete spike from head to point in one operation, and turned out 50 spikes a minute. This machine turned out more spikes in one day than had formerly been forged by 50 blacksmiths and their helpers. When scores of Burden machines were turning out spikes, railroad building in America progressed.

The credit for perfecting nail making machinery also belongs to America. The first patent was granted to Ezekiel Reed in 1786. Nail making, when the nails were hammered out by hand on the anvil, required rounded strips of steel or wrought iron, cut from sheets. America expanded so rapidly and required so many nails in the construction of its hundreds of thousands of new houses, that even after the invention of the nail making machines the nail makers themselves still had employment at nail making with hammer and anvil on the frontiers. Which is to say that even when nails were readily available in New York they were luxuries at Rochester when Rochester was being built, and were so precious on the far frontiers that many a house was burned down in order to salvage the nails.

J. G. Pierson of New York invented a nail making machine in 1795. During 1796, eleven patents were granted on machines to speed the manufacture of nails and brads and tacks. Massachusetts appears to have enjoyed the first mass production nail factory in 1798, at Amesbury. In 1807, a nail making machine patent was granted to Jesse Reed of Boston. By 1809 twenty-two of his machines were in operation at Malden, Massachusetts. There was a ten-machine factory at Chester Creek, Pennsylvania, and a twenty-machine factory at Phoenixville, Pennsylvania. These fifty-two machines turned out 3,000,000 pounds of nails a year. By 1810 there were 410 nail factories making over 15,000,000 pounds of nails annually. Between 1790 and 1825, 120 patents on machines to cut nails, brads, tacks, etc., were issued. In 1856, an automatic feed for the nail cutting machine was invented. From then on mass production was either semi-automatic or completely automatic. Wire nails were a latecomer in the field of nail production. They were essentially an "enlargement" of the pin making industry.

Pins, in Colonial days, were one of the great household luxuries. George Washington, in a letter to his English agent, asked him to buy pins, especially the smaller sizes. There are records of pins selling as high as 17 shillings a dozen. No wonder they were considered either a rare luxury or a rank extravagance. In spite of several attempts in Massachusetts to manufacture pins by machinery before 1750, the machine production of pins was not a reality until 1831. When the War of 1812 cut off our supply of pins from Europe, the cost of a small paper of pins was $1.00. In 1823, Whittemore of New York City, had a small pin making machine of American invention which fashioned pins from wire at the rate of thirty a minute. John Howe, of North Salem, New York, patented a machine that produced fifty pins a minute from wire. In 1835, the Howe Company went into the mass production of pins. But pin production, just as wire nail production, was inevitably tied to another mass production operation—that of wire making.

The Fire Engine—Continued

The first successful steam fire engine, the "Uncle Joe Ross" was designed by Moses Latta of Cincinnati, Ohio in 1852. An experimental engine was built by Latta in that year, and was tested before the City Council. It had an 8 inch steam cylinder, with a 24 inch stroke, plus a hand pump. The boiler was constructed of coiled gas pipe encased in sheet iron. The wheels and other parts were taken from an old ladder truck. Steam was raised from cold water in four minutes and ten seconds and forced water through 350 feet of hose to a distance of 130 feet.

Campus Martius Museum

by JOSEPHINE E. PHILLIPS

In one corner of the building which encloses the Rufus Putnam House, part of the Campus Martius State Museum in Marietta, Ohio, there stands a huge hand-power wheel. Its oaken spokes are some five feet long and its wide hub is fitted with a crank of forged iron. One hundred years ago a young girl used to turn this crank, and the revolving wheel furnished motive-power to a lathe which her father operated. Sometimes they created such practical household items as wooden rollingpins and potato-mashers. Sometimes chair or table legs were turned here. Sometimes wooden blocks took spherical form and developed into such luxurious accessories as balls for the newly fashionable game of croquet.

In an opposite corner of this building is a crude hominy block, made from a single piece of wood, standing like a big mortar and pestle on a pedestal. The cavity has been shaped by alternately boring and burning, and then chipping. The pestle is nearly as thick as a baseball bat, and its business end is encased in a strap of iron. Here corn was ground for household use.

Another corner is occupied by an ungainly object which appears at first to be merely a tree stump, with its bark removed. It is, in fact, a section of a hollow sycamore, about three feet across and three feet high. The section has been given a floor, and inside and out the wood has acquired a patina and polish from generations of service as a grain bin.

On the wall above the bin hang long, sleek, murderous-looking reaping-hooks. In heavy contrast are the millstones which ground the first grist in the Northwest Territory. These are from Fort Harmar and from Wolf Creek Mills. It is said that the Indians marvelled at the mill-race and wheel and machinery and watched from afar with respect and awe and envy.

Homemade plows are here, one of them tipped with a very little bit of iron—probably all that could be spared or obtained, for the purpose. There is a group of wooden hayforks and pitchforks, too. These are so ingeniously and sturdily contrived that the lack of metal in them was probably not seriously felt.

These are but a random few of the variety of objects on display. If there is validity to the definition of a musuem as "a carefully selected list of labels, each illustrated by a specimen," then Campus Martius is an excellent museum. It has fine sequences of labels, and it has the specimens to accompany them. The collector of pioneer arts and crafts and the historian of pioneer industries will find here a wealth of material to delight and instruct them.

Campus Martius State Museum was built, at first figuratively, and then literally, around the General Rufus Putnam House, a part of which once belonged to the original Campus Martius stockade (1788–1795). The house is completely furnished with treasured relics handed down from the pioneer families of Marietta and Washington County, and it presents item after item remarkable for beauty, utility, or sheer ingenuity. The Putnam kitchen, besides the customary brick oven and fireplace, sturdy crane, heavy andirons, kettles and other hearth furniture, boasts a cupboard where was concealed a system of weights and pulleys that turned the roasting-spit.

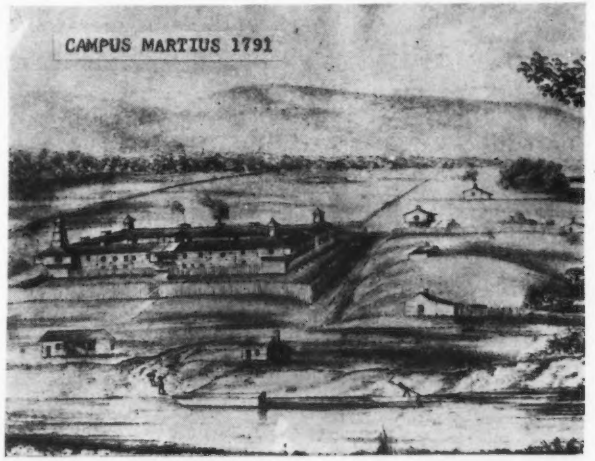
There is a small coffee-grinder attached to the wall. It bears a label from Wilson's, New London, and the date, 1752. When the gristmills could not be reached, or when a drouth kept the wheels from turning, the settlers were obliged to grind their cornmeal in these coffee-mills. It was tedious work, as many a memoir and reminiscence testifies.

A homemade churn of the horizontal type, with a crank at the side, may be seen here. It would seem to be designed in such a way that a child, sitting in a low chair, might turn it, or an old granny whose feet and back could not endure the labor of the ordinary upright churn. It is possible that it is a table-model.

Candle-making was an important task for the pioneer housewife. The Campus Martius candle-dip has eight disks suspended from a frame that resembles the spokes of a rimless wheel. Each disk is fitted on its under side with about three dozen hooks. Weighted wicks were hung from each of these wires. The disks were removed, one at a time, from the frame and the wicks dipped in a vat of warm tallow. They were then replaced and the wicks allowed to harden, after which there were second and successive dippings until the candles were of the desired diameter.

Many specimens of candleholders and candlesticks are to be seen in the various rooms of this museum. There is one holder on a delicate four-footed standard which could be brought up close to the writing-arm of one's chair, when the glow from the hearth did not furnish sufficient light. It is perfectly simple and straight of line. In contrast to its simplicity there is, in the adjoining room, an ornate brass candlestick

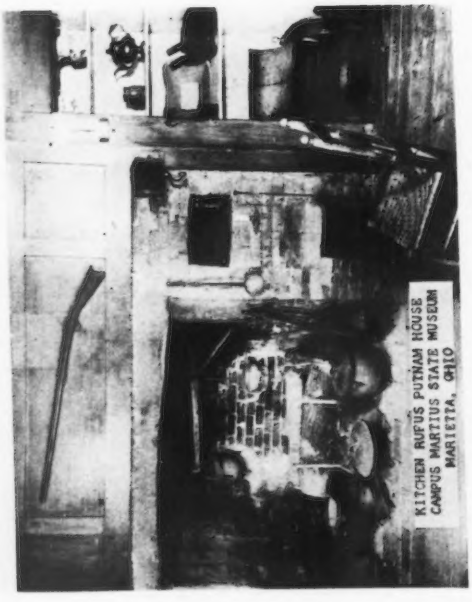
Continued on page 73

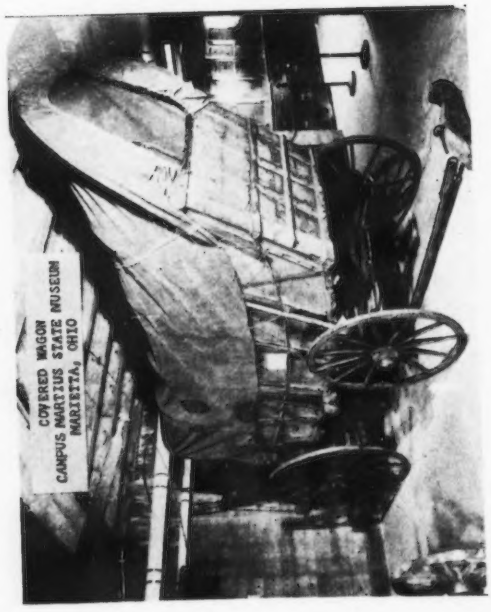


CAMPUS MARTIUS STATE MUSEUM
MARIETTA, OHIO

1. As it appeared in 1791 (above).
2. Putnam House before enclosure (left). *3. Present State Museum Building (right).*

CAMPUS MARTIUS
Interior Views.





Annual Meeting

New York City

In the absence of a report from the Secretary covering the Annual Meeting of Early American Industries Association, held in New York City on May 10th and 11th, we are quoting from Charles Messer Stow's column in *The New York Sun* of May 17, 1946:

"At the annual meeting of the Early American Industries Association held here last week steps were taken to extend the Association's work through formation of many groups or chapters. A survey is to be made of the country and the logical place for a center of activity selected. Then organization will be carried on.

"Warren C. Lane of Worcester, Mass., resigned after two years as president and John Davis Hatch, Jr., Director of the Albany Institute of History and Art, was elected in his stead, with Wallace K. Brown of Montclair, N. J., vice-president, and Mrs. Frank D. Peirce of Leicester, Mass., secretary and treasurer.

"Two sessions were held, Friday afternoon in the New-York Historical Society and a business meeting Saturday morning in the Roosevelt Hotel. In the absence of R. W. G. Vail, Director of the Society, J. Henry Holloway welcomed the Association on Friday and Miss Dorothy Barck, the Society's librarian and president of the American Association for State and Local History, spoke briefly of the Society's resources and of its willingness to be of service to research workers and students and touched on the activities of local historical societies.

"Donald A. Shelley, curator of the Society's paintings and a student of Pennsylvania folk art, gave a talk, illustrated with slides, on the folk arts and crafts of Pennsylvania. Miss Janet R. MacFarlane, acting Director of the New York State Historical Association, described the Farmers' Museum at Cooperstown, N. Y., the Association's central quarters, and the village being assembled in connection with the museum. This also was illustrated with slides."

At the business meeting Saturday morning, after the election of officers, vacancies were filled on the Board of Directors according to term as follows:

For one year: Newton C. Brainard, John W. Higgins, Frederick L. Lewton, Bertram K. Little, Miss Janet R. MacFarlane, Ransom Matthews, C. Carroll Palmer, George M. Simmons, John S. Williams.

Campus Martius Museum—Continued

set in a marble base and hung with many prisms. This is from the Blennerhassett Mansion.

On the second floor of the Putnam House is the weaving-room. Here are flax brake and heckel, and little wheel for spinning linen thread. Here are big wheels for woolen thread, with cards and various types of reels for preparing the wool. One of the best-preserved of the reels is unique in appearance. It is said to have been brought from Scotland early in the nineteenth century. To a novice the manipulation of any of these looks difficult. A large loom is set up, under the eaves, in this room. Its shuttles are worn smooth, its heddles and reeds are in place, but its warp-beam is cracked from long years of standing idle.

There is a cobbler's bench in this room, with lasts and pegs and tools, and even some scraps of leather, ready for the man of the house or the journeyman cobbler to start to work. Across the hall, in the nursery, pioneer industries are reflected. There are tiny kettles for doll-cookery, a tin churn for butter-making, and even a little boot-jack, complete with boots.

The range of articles exhibited throughout Campus Martius is an index of the democracy practiced in the early settlement. At times it amounted almost to communal living. Generals, colonels, captains, and one commodore, lived alongside farmers, shipwrights and joiners, sharing the dangers and privations of the Indian Wars, 1791–1795. Together they enjoyed the expansion, "boom," period which followed Wayne's Treaty of Greenville, and which lasted until the Embargo Act put a stop to shipping, shipbuilding, and the concomitant ropewalks and hempraising industries.

For two years: Mrs. Theodore Bailey, Wallace K. Brown, Allen Eaton, Maj. A. Erland Goyette, Charles Rufus Harte, John Davis Hatch, Jr., Warren C. Lane, W. L. McCormick, Charles Messer Stow, Lewis N. Wiggins.

For three years: Charles E. Ayers, George A. Ball, John M. Connor, Edward Durell, Ralph F. Flanders, Rudolf P. Hommel, Mrs. Earl J. Knittle, Lawrence B. Romaine, Albert B. Wells, Mrs. Frank Peirce.

Membership

Membership lists should be amended as follows: (N) indicates new member; (Ch) indicates change of address; (D) indicates decease.

CALIFORNIA

Los Angeles: Niccolls, Mrs. Pearl Powrie (957) to 10990 Ashton Avenue. (Ch)

CONNECTICUT

Farmington: Reardon, Mrs. Henry B. Jr. (1437), Talcott Notch Road. (N)
Hartford: Hine, Harold M. (1201), 159 N. Beacon Street. (D)
Warner, Herbert O. (1329), 217 Beacon Street. (D)
New Haven: Seymour, George Dudley (180), 223 Bradley Street. (D)
Noroton: Burrows, Walter L. (1218), to 500 Post Road West. (Ch)

ILLINOIS

Chicago: McMurtrie, Douglas C. (739), 2039 North Magnolia Avenue. (D)

MASSACHUSETTS

Duxbury: Suturious, William C. (36). (D)
Northampton: Holmes, Mrs. Birther H. (1462), Hotel Northampton. (N)
Springfield: Adams, W. F. (51), Conn. Valley Historical Society. (D)
Taunton: Barstow, Miss Harriet (1318), 234 Hart Street. (D)

NEW JERSEY

Camden: Fry, Mrs. Wilfred W. (1282), 426 Penn Avenue. (D)
West Englewood: Tradup, Albert (1463), 1492 River Road. (N)

NEW YORK

Amsterdam: Devendorf, D. Boyd (454), R. D. 1. (D)
Brooklyn: Lincoln, A. N. (1223), 404 Clinton Avenue. (D)
Flushing: Brazer, Esther Stevens, 31–07 Union Street. (D)
Gage, E. Edson (8), 40–23 Main Street. (D)
Greenburgh: Twombley, Frederick W. (1291), Old Tarrytown Road. (D)
Hempstead: Gildersleeve, Mrs. John (1289. (D)
Middletown: Bright, Mrs. John (1460), 78 Highland Avenue. (N)
Newburgh: Dow, Melvin C. (466), to 109 Johnston Street. (Ch)
New York City: Northrup, Dr. H. W. (1169), 665 Fifth Avenue. (D)
Parker, H. W. (679), 20 West 44th Street. (D)

PENNSYLVANIA

Gettysburg: Cooley, Miss Sara (1150), to Box 17, Route 3. (Ch)
Sellersville: Hite, John A., R. D. 1. (killed in Germany). (D)

RHODE ISLAND

Greene: Thomas, Margaret E. (1461), Greene Herb Gardens. (N)

Early Ohio Coffin Makers—Continued

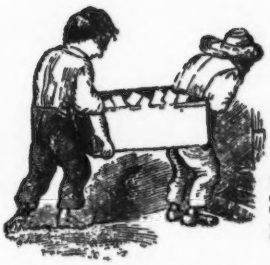
In many instances, when a poor woman could not afford to buy material for a shroud, "the neighbors substituted a clean shirt and white drawers for the shroud," and if a widow lacked the money for a coffin, the men and boys, "gathered together, and with their broad-axes, split in the middle the required length, then each half-section of the log was dug out in trough fashion, and the body was placed on a lining of moss laid atop a bed of leaves."

Many of the early burial services were very long, providing a circuit-rider was available, or perhaps a local minister, "took charge." At the conclusion of the sermon and prayers the young girls in attendance "passed the mourning-cakes" and following the girls, came "six lithe youths with wine and whiskey." When these refreshments had been taken "The coffin then was bourne aloft on the shoulders of six or eight strong men who carried it to the grave."

The customary charge for a coffin between the years 1830 and 1835 is said to have been from $5.50 to $6.00. Frequently, farm produce was accepted in exchange. A coffin-maker in the Western Reserve Section of Ohio advertised that he needed beeswax as coffin barter.

There are comparatively few records giving the names of early Ohio coffin-makers; I am listing five of these accounts from my file:

In the year 1799: Alexander Hill, Marietta, Wash-



The Chronicle

issued occasionally for members of

EARLY AMERICAN INDUSTRIES ASS'N

The purpose of the association is to encourage the study and better understanding of early American industry, in the home, in the shop, on the farm, and on the sea, and especially to discover, identify, classify, preserve and exhibit obsolete tools, implements, utensils, instruments, vehicles, appliances and mechanical devices used by American craftsmen, farmers, housewives, mariners, professional men and other workers.

JOHN DAVIS HATCH, JR., *President*
Albany, New York

MRS. FRANK D. PEIRCE, *Secretary and Treasurer,*
Leicester, Mass.

WALLACE K. BROWN, *Vice President*
Montclair, N. J.

JOHN DAVIS HATCH, JR., *Editor,*
125 Washington Ave., Albany, N. Y.

Communications regarding the contents of The Chronicle should be addressed to the Editor; Suggestions for members and other matters either to the President or the Secretary-Treasurer.

MEMBERSHIP: Beginning January, 1945, regular membership will be $2.00.
Supporting Members contribute $5.00 or more a year.

BACK NUMBERS of The Chronicle are available in some instances for fifty cents or one dollar, depending on rarity. The Index to Volume I is available for one dollar.

The Fall Meeting of the Association
OLD STURBRIDGE VILLAGE
about fifteen miles south of Worcester, Massachusetts.

Friday and Saturday, October 4th and 5th.
Accommodations limited. Make reservations early.

ington County, "coffin-maker" also was a carver of mantels and interior-trim."

1802: Richard McBride, Zanesville "made the first coffins in the Muskingum Valley."

1811: Daniel Baker (also a dish-timber man.) "Coffin Maker." Centerville, Licking County.

1817: Robert Moore, Stark County. "Coffin-maker also a tall-case-clock-maker."

1820: William Powell, "Bellefontaine, Logan Co. Coffin-maker, tall-clock-case-maker, and cabinet-maker." He made about 600 coffins and 10,000 lights for windows.

The Editor's Comment

In the Editor's absence from the last day of the annual meeting in New York City he was elected President of the Association. This page then becomes both an Editor's and President's Comment.

First, as Editor, let it be said, as it has so many times, that we could issue a much better publication if we had articles which could be published. Any little bits, or large bits, are welcome, illustrative material too, anything related to the processes and tools of our early industries.

Mr. Stow's report on the annual meeting indicates that a survey is to be made of the country. The plan is to make a study of the present location of materials related to early industries both in public collections and privately owned. From this it will be possible to make an analysis of what we have to work with at the present time and how far we can extend the hoped for program of creating a widespread interest in our own American past through a study of its early industries.

The Trustees hope to later develop a service of speakers who can formally or informally talk on their particular subjects or demonstrate their particular skills. It would be helpful in this work if any of our members voluntarily send in information of which they have knowledge. We find all too few artisans working today able to operate with proficiency the tools used in our early American crafts.

Your President hopes this year ahead to lay the organizational plans for expanding the work of Industries to chapters. Anyone interested in creating a group or chapter of the Association should write in to the Secretary, Mrs. Frank D. Peirce, Leicester, Massachusetts, or to the President.

These plans will be discussed in more detail at the fall meeting to be held at Old Sturbridge Village, near Worcester, Massachusetts, on Friday and Saturday, October 4th and 5th. At that time also there will be discussion of ways in which the Association can be of help to the country, and of the question as to when Industries are no longer early. This last has been mentioned by your Editor before. Should Industries stop with the coming of the Industrial Revolution and the end of the handicraft era, or continue beyond that? The answer to this is of interest to many of our members.

Communications

From Edith S. Reiter, Curator, Campus Martius Museum, Marietta, Ohio:

An inscription on a door of this house, that was built in 1788 as part of the fortified dwelling called Campus Martius, reads as follows:

"This closet was intended to hold the chain that turned the spit in the great fireplace in 1795. In later years it has been used for rifles and game bags."

The above was written by Minerva Tupper Nye, daughter of Judge Arius Nye who bought the house in 1826 from the heirs of General Rufus Putnam—the original owner.

A typed label written many years ago reads: "The apparatus of weights and pulleys that turned the spit for roasting meat in the kitchen fireplace was kept in this closet."

The shaft is a foot wide and six inches deep and extends from the first to the third floor of the house —approximately eighteen feet.

Any information you may give us about this mechanism will be greatly appreciated as we are hoping to be able to restore it.

From Ruth B. MacRitchie, Dorchester, Mass.:

I collect the "old school" type bell. Each has three rings encircled on the handle. They come in almost twelve or fifteen different sizes and the number is on the handle of each bell. I would appreciate it so much if you could tell me when and where they were made, and how many sizes they come in.

From Malcolm Vaughan, Editor, American Collector:

I am looking for any fresh information available either as to newly discovered facts or recently discovered examples of early American butter testers. Do you know of anyone in Early American Industries Association who could help out?

From Kathleen A. Cairns:

I am looking for information on and examples of stencilling on walls and floors in New York State and upper New England. Are there any of our readers that can help me?

From Newton C. Brainard, Hartford, Conn.:

I am returning to you some extra *Chronicle* copies I have in hopes that they may be useful to fill out somebody else's set.

In the French Cabinetmaker's Manual, *L'Art du Menuiserie,* by M. Roubo, 1775, I was interested to find a description of a machine for making what I can only describe as a wavy molding; that is, one with an undulating surface. There is a bit of this molding on a clock which I have, made in Pennsylvania, in 1833, and I recently saw another piece on an old chest. I have always wondered as to how they were made.

The author of the manual says that such a machine was mentioned in an earlier encyclopedia, but in 1775 when he was writing he did not know of the machine in existence. Apparently he reconstructed the machine and made drawings of it with only some cutter knives and the article from the encyclopedia for information. It struck me as interesting that the machine had become obsolete in 1775 and yet the product persisted. I suspect that there must have been other ways of making this and suggest it as a possible inquiry which might be of interest for the bulletin.

I do not wish to seem critical but would point out a couple of points in the account of New Jersey Chairmaking. At the end of page 54 the author mentions logs being split and roughed into shape for turning. It is my impression that almost all of the turned parts were made from small stuff from two to three inches in diameter and were turned with the bark on. Almost every chair shows places where there is a little bark left or an irregularity which shows that it was turned from a round and not a split stock. This is carrying on the art of the bodger described in books on English crafts.

At the top of Page 57 mention is made that the slats were sawed. Some I have seen showed distinctly that they were split with a frow. Saw cuts would be sure to cross the grain and be very difficult to bend without splitting.

Copies welcome; information too. Ed.